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"DISTINCT AS THE BILLOWS, YET ONE AS THE SEA."

Vol. II.

San Francisco, March 10, 1893.

No. 13

An O. R. T. Man's Views.

EDITOR PACIFIC COAST RAILROADER: Noticing with some interest the articles relative to the B. of R. E. in the last two or three numbers of the Railroad Telegrapher, also replies thereto in THE RAILROADER, I beg to set forth my view of the situation from a point based on a membership in the O. R. T. from the day of its birth until the present time, and from actual knowledge of the O. R. T. and its workings gained by experience. By reason of my membership in that order, I have watched with deep interest the B. of R. E. since it came into existence and the stand taken by the Telegrapher and the O. R. T. in regard to the matter, and it appears to me that a great many of the telegraphers of the country are laboring blindly and vigorously under a very wrong idea; and the articles appearing in the Telegrapher are leading them still further astray from what appears to me to be the actual facts in the case.

Let us go back to the day the O. R. T. sprang into existence, and it needs no argument to show all your readers that the Order of Railroad Telegraphers, and any and all other labor organizations based upon what were then the principles of the O. R. T., were flat failures in the fullest and broadest sense of the word. Then came the change from a non-protective organization to a protective organization, and the work of building up a protective labor organization began and went steadily forward until the telegraphers, in localities where protection was needed the most, began to test the strength of this great organization little by little—by here and there talking up the idea of a schedule and rules for the government of themselves on their respective divisions and roads. Here and there on the line of the Southern Pacific this matter was spoken of. About this time there appeared an order on the above named road for the members of the O. R. T. to withdraw from the organization or resign and leave the service of the company. September 1, 1891, this occurred. The officials of the O. R. T. were promptly notified and their advice asked. Grand Chief Thurston appeared before the officials of the S. P. Co. to settle the difficulties in October or November following, with a result well known to all. He was simply informed that the railway officials were amply able to manage their own affairs without any of his assistance, and he went home leaving something like one or two hundred of his followers to get out of the affair the best way they could. Then the news came to us that there was a war of extermination against the O. R. T. on the A. and P.

The foregoing illustrates very plainly the fact that the A. and P. officials, seeing their neighbor easily bluff out Grand Chief Thurston, and wholly obliterate the O. R. T. on its vast system with no more exertion than a snap of the finger, proceeded to follow the example set by the S. P. officials and immediately rid themselves of what might, in time, prove to be a troublesome feature.

The result is well known to all. The moment the A. and P. officials intimated their intention to remove the members of the order from their line, that moment the operators went to work, prepared a schedule, counterbalancing the officials' hostilities in magnitude, presented it, and, contrary to the orders of the Grand Chief Telegrapher, and unaided by the O. R. T. in any conceivable form, struck for and gained every clause asked for, backed up by the solid and unsolicited aid of the train and engine men. This little handful of operators and dispatchers had more protective power to wield than Grand Chief Ramsay, backed up by his much-talked-of twenty thousand men.

Then came another and more complete surprise. The telegraphers on the Southern Pacific, awakened to a sense of shame at their own pitiable plight, seeing the success of their branch on the A. and P. under the leadership of "Right is Might," and spurred on to desperation by the well-known "affidavit" coming forth for them to sign, mustered up courage to quit their positions and leave the road. It cannot be called a strike, for these men had not the faintest hope of ever being replaced in their positions until their cause was here, as on the A. and P., taken up by the trainmen and engine men. And then, after this had occurred, and the trainmen and engine men had determined to stand by the operators and see them accorded the God-given rights of freeborn American citizens, or sacrifice their own positions, the O. R. T., represented by D. G. Ramsay, comes forward, steps in, heads a committee composed of not more than three or four telegraphers, and about sixty others representing the other branches of the railroad service on the Southern Pacific system, goes before the officials of the S. P. Co., and by agreeing to allow the company to discharge eight or ten men who had stood out for their rights and the order from first to last, averted a general strike for the company. And how did he explain this action? By allowing it to be published that it was a bluff on the part of the trainmen; that they could not have struck in sympathy with the operators on account of their respective constitutions forbidding it. If D. G. Ramsay could have heard the expressions of disgust at the result of his settlement of the difficulty in question he would burn with shame at his own weakness. The fact of the matter is that the engineers, firemen and trainmen went before the S. P. officials with a firm determination to see the operators reinstated to the man and their rights as citizens granted them without any concessions whatever. But the O. R. T. and D. G. Ramsay were too modest to accept the proffered loaf, but spoiled it all by cowardly allowing some of the truest and best men in their following to be cast out and defamed rather than stand out for their rights like men.

Such is a true statement from an unprejudiced standpoint of the "grand and glorious victory" "We" (the O. R. T.) gained on the A. and P. and

the S. P. railroads. It appears to me, from what I have just said, and from my way of viewing the matter, that the O. R. T. as an organization for the protection of its members is pretty nearly a failure. A history of its workings tells me very plainly that the only schedule it ever secured for its members, the only benefit it ever did its members in the way of protection, where it was not supported by other railroad organizations, have been those benefits which have been accorded them by the fair-minded, honest official, who believes in giving the laborer all he can earn with his hands.

Every single instance where the requests of the O. R. T. have been denied, and the matter came to a strike, the order has been defeated unless it was backed by the train and engine men. Every single instance where the O. R. T. has attempted to force its demands, and has had the support of the train and engine men, has been a success.

It appears to me that the O. R. T. should be the last one of the organizations of railroad labor to denounce an organization that proposes to do for its members what the O. R. T. has plainly demonstrated by past experience it cannot do itself, not wholly because of its poorly managed affairs, but because the rank and file of the telegraph operators all over the land are a class of young boys whose ambition goes no further than to get a job and do as little as possible for the little money he gets, and consequently his salary and degree of importance has diminished from year to year until his importance as a factor in commerce and labor has and always will be held in utter contempt by the management of railroads and the leaders of labor organizations, unless the operator becomes possessed of more nerve than he has displayed in the last few years. It is surprising to me that the organizations of firemen, engineers, and trainmen will give the operators any consideration at all in the formation of an organization such as the B. of R. E. professes to be, because the telegraphers have been nothing more than a bill of expense to these organizations and quietly submitted to defeat in every instance where the other organizations have not taken the lead and fought their battles for them. I think the telegraphers should be only too glad to be accorded the privilege of becoming a factor in an organization such as the B. of R. E.

In conclusion let me say I am an O. R. T. man to-day and may never be a B. of R. E. man. But the matter of my membership in either of these organizations is of but little consequence. While there are a few of the telegraphers of the country who have stamina and nerve enough to do their own thinking, the operators as a class will always remain as they are today—very "small potatoes" unless taken up as the founding fathers have demonstrated themselves to be and nursed to manhood by their brothers and protectors, the engine men and trainmen. Yours for justice. Ours, ever,

The Railroad Telegrapher will do such justice by publishing the above.

Railway Employees Fraternal Beneficial Association.

The Supreme Lodge of this order has a valuable charter from the State of Missouri, and is composed of representative railroad and business men of undoubted reputation. Though less than two years old it has thriving lodges in eleven States, with over two million of dollars of certificates in force and the unparalleled record of not a single death to date. The plan of its death benefit department is abreast of the times and far in advance of all other fraternal societies.

It issues death benefit certificates of from \$500 to \$10,000, assessments graded according to age, but do not increase with age and cease after twenty years, leaving a reserve value after three years; probable average cost to a person of 35 years of age per year on a certificate of \$2,000, about \$15, or \$1.25 per month during the next ten years, and an absolute guarantee not to exceed \$32.80 in any one year, in case of epidemic or otherwise. Twenty-five per cent of each death benefit assessment is placed in a reserve fund and can not be used unless the maximum number of assessments are exhausted.

While the order is primarily for railway employees of either sex, those of other occupations are cordially welcomed to membership; hence lodges can be formed at any station by seven or more persons, and until a lodge is organized applications can be placed in any lodge of the order, while charters of the lodge are open. Fee for membership, including medical examination and certificate, but \$6.50, a saving of \$6.00.

R. W. McGarvie, editor and publisher of THE PACIFIC COAST RAILROADER, is a member of San Francisco Lodge, No. 57, and Deputy Supreme President of the order, and will cheerfully answer all inquiries and mail full details of the plan, receive applications for membership, and arrange for instituting lodges at any point.

Born on the Briny Deep.

At high noon, March 3d, State Deputy C. H. Wilson of the Railway Employees Fraternal Beneficial Association had the honor of instituting Piedmont Lodge, No. 62, on board the steamer Apache in the Bay of San Francisco. Officers were elected and installed as follows: President, J. T. Carothers, S. B. agent, S. P. Co.; vice-president, Ira Bray, starter Market St. Cable R'y; secretary, E. L. Warner, assistant baggage agent, S. P. Co.; treasurer, R. D. Baker, cashier Market St. station, S. P. Co.; conductor, J. M. Keen, clerk Market St. station, S. P. Co.; sentinel, Jose Fiero, cabin man, steamer Oakland; Trustees, F. A. Fish, purser steamer Apache; F. E. Luman, physician; O. J. Johnson pilot steamer Herald; medical examiner, Dr. F. E. Luman; past president, R. D. Baker, cashier Market St. station S. P. Co.

Until further notice this lodge will meet at the call of the president in San Francisco. The charter was granted at the special request of a number of gentlemen whose names appear among the list of officials, to accommodate many in the coast steamer and ferry service, employees connected with the passenger and freight station at the foot of Market street; also those in the service of the street-car system, as well as commission merchants, their employees and others in that vicinity, who are anxious to participate in the gilt-edged plan of the death benefit and total disability department of this very popular order.

Business, you can help us out and materially assist the paper if you will let us act as your purchasing agent. We will do the very best we can for you, and be all the while a little business to us get your purchases cheaper than you could yourself here.

When in Los Angeles and want a good room in the center of the town try 229 West First street.

Pacific Division, No. 170.

SAN JOSE, Cal., February 19, 1893.—Pacific Division, No. 170, met in G. A. R. Hall, R. H. Abbott, C. T., presiding.

Minutes of previous meeting read and approved. One application was read and took the usual course.

Communication was read from Bro. Fuller, of Agnews, as to the position of the PACIFIC COAST RAILROADER in matters pertaining to the B. of R. E. The matter was tabled for further consideration at the next meeting.

Communication from Bro. B. A. Meyer was read and filed.

Bill for \$2.50 for hall rent at San Jose for December and January was allowed, and the secretary instructed to draw warrant.

A motion was made and carried that a committee be appointed to arrange for the distribution of minutes of meetings to members through the district chief. This committee is to report at the next meeting as to the best means of conveying this information to members and to name brothers in the different districts who can assist the secretary to this end.

Motion made and carried that the committee on by-laws be discharged owing to depletion of the treasury, and from an economic standpoint the present by-laws would suffice.

Motion was made and carried that the cipher submitted by Bro. Benson lay over until the next meeting. Secretary to acknowledge the same.

The matter of the secretary and treasurer's salary was laid over until the next meeting.

Meeting closed in form. O. A. SHAW, S. & T.

SAN FRANCISCO, Cal., March 5, 1893.—The Division was called to order at 8:30 p. m. by R. H. Abbott, C. T. Roll was called and vacancies filled pro tem. Minutes of previous meeting read and approved. Committee on application of Mr. ——— reported favorably, and he was elected.

One brother deposited a withdrawal card from the Grand Division.

Hall rent for one meeting was allowed.

Bro. Geo. Fetzer, a member of this Division, was reported very sick at Yuma, and the secretary was instructed to send him \$20 on account of sick benefit, and the secretary instructed to ask Bro. Owen at Yuma to keep us posted as to Bro. Fetzer's condition.

Installation of officers being in order R. W. McGarvie, P. C., assumed the station of Chief Telegrapher and installed all officers present, the O. S. and S. T. elect being absent.

On motion of Bro. Shaw a finance committee was appointed for the ensuing year, and requested to call upon the secretary and treasurer at their earliest convenience.

Notice was given by a brother that he would move at next meeting to amend our by-laws so as to create a sick benefit fund, to be raised by an assessment of 50 cents per month on all who wish to participate in the sick benefit department; sick benefit to be \$7 per week, and \$25 funeral benefit. This is done to protect the treasury of the Division, as it is evident that we can not keep this sick benefit clause in our laws on our present dues. If all will come in and pay this extra due we soon will be well fixed. If this amendment is carried there will be no sick benefits paid to any except those participating in the 50-cent assessment.

Bro. McGarvie stated to the Division that in consequence of his having permitted the new order, B. of R. E., to use the columns of the PACIFIC COAST RAILROADER as their official organ, Bro. Ramsay had demanded that he surrender his commission as D. G. C. T. and annual passes, which had been secured on account of his connection with the O. R. T., and that he intended to comply forthwith, which would necessitate the appointment of a new organizer. It was moved and carried that the secretary correspond with Bro. Ramsay, and ask him to re-

consider his action in revoking Bro. McGarvie's commission and transportation, and to say to him that Bro. McGarvie enjoys the entire confidence of the members of this Division, who have witnessed his untiring zeal in the interest of organized labor on this coast, and that we see no reason for disqualifying Bro. McGarvie as a Deputy. Bro. McGarvie was instructed to hold his commission and passes until we hear from Bro. Ramsay again.

Committee on sub-districting reported progress and was granted further time.

The cipher matter laid on the table and Bro. Benson thanked.

The secretary was instructed to forward our per capita tax for all who had paid up on March 14th. Division closed in usual form.

O. A. SHAW, S. & T.

Mt. Hood Division, No. 206.

PORTLAND, OR., February 19, 1893.—Meeting called to order at 10:30 A. M., Chief Telegrapher in chair. Minutes of previous meeting read and approved.

Investigating Committee reported favorably on one new candidate, who on ballot was duly elected a member of this Division.

One new member admitted by card.

Quarterly report of Protective Fund from Grand Division read and filed.

Case of Von Dorn, with statement from Protective Board, submitted and after a lengthy discussion was laid on table for an indefinite time.

Communication from D. T. Awbrey, requesting withdrawal card, read and request granted.

Bills to the amount of \$78.30 ordered paid.

The following Protective Board was elected for the ensuing year: C. A. Gould, Chairman; A. Rose, E. S. Phillips.

At election of officers A. H. Trego was elected Assistant Chief Telegrapher, it being omitted in the last report through error.

Meeting adjourned until March 5th.

Yours in F. F., J. C. FRITZ, S. & T.

PORTLAND, OR., March 5, 1893.—Division called to order at 10:30 A. M., Chief Telegrapher in chair. Minutes of previous meeting read and approved.

Bills to the amount of \$3 presented and ordered paid.

Communication from a brother read, asking for permission to take a student in his office, which was discussed at some length, but permission not granted.

Eleven members suspended for non-payment of dues.

Officers for the ensuing year installed by retiring Chief. After the new officers were installed the question of instructions for our delegate to the convention was slightly discussed, after which the meeting adjourned until March 19th.

Yours in F. F., J. C. FRITZ, S. & T.

A Bit of Advice.

In the Telegrapher of February 15th appears an article by "Cert. 162," the last part of which it would be well to call the attention of those engaged in revising the by-laws. As matters now stand in No. 170, those members unable to attend meetings hear of the proceedings only so far as any outsider is enabled to learn of what transpired through the columns of the Telegrapher and RAILROADER. Such action as is of great interest is confined to the few able to attend. Success cannot be expected to attend the efforts of the Division, unless a majority of its members are kept interested, which can't be done under the present by-laws. LEGAL ADVISER.

We call attention to the fact that the PACIFIC COAST RAILROADER can and will furnish rubber stamps of all kinds and descriptions, and of the best make, at rates cheaper than the cheapest.

Send in your orders for printing to this office.

A Remedy for the Evil.

In a communication on "Class Organizations," in the February number of the Locomotive Fireman's Magazine, T. P. O'Rourke, who is a member of the Grand Executive Board of the B. of L. F. says some very sensible things and puts the question in its right light. He complains of evil, however, and offers no remedies other than what the dim, distant and uncertain future may discover. Among other things he says:

Class organizations, from the very nature of their composition, are necessarily narrow and selfish. They are but a short step in advance of the old individualistic idea, where each person was free to rustle for himself, and the devil take his neighbor. Instead of a single person, we have a combination of persons banded together to get the best of everything for themselves in their particular line of service, regardless of the effect such action may have on their neighbors. Two of these organizations may advance along parallel lines to a definite point without friction. At that point their lines converge and their interests clash; here the old spirit of selfishness that ruled the individual comes in to rule the union, and each tries to get the best of each other. Instead of individual selfishness, we have organized selfishness, and justice and reason weep at the spectacle presented.

Is it necessary to cite instances and illustrate this idea? Kind reader, study the relations existing between the Brotherhood of Engineers and the Brotherhood of Firemen, or between the brakemen and the conductors. Take an instance where one of the brotherhoods is forced into a conflict with a corporation, and note the position assumed by the others. It will remind you somewhat of the philosophy of the Nevada gambler, who said "he didn't give a damn what happened so long as it didn't happen to him."

The engineer, realizing that there are a surplus of engineers in the country, and that the surplus is being daily augmented with an alarming rapidity that threatens the permanency of his position and the standard of wages, is frantically endeavoring to stop promotion. The fireman, young, intelligent, pushing, energetic and ambitious, anxious to advance and escape the meagre pay and wearying toil of his occupation, cares nothing for the engineer he is to crowd off at the top, and sees in the opposition to his promotion but a blinded prejudice, or spiteful desire to check his laudable aspirations.

The brakeman, wholly oblivious of the man who has grown gray in the service, and through years of hard work has, by bitter experience, qualified himself to fill the position of conductor, goes ahead and makes a contract with his company that conductors must be promoted from brakemen, promotions to be governed by strict seniority.

The writer forgot to state that the conductor was trying to have the companies hire a percentage, and in some instances all conductors, to the eternal peoning of the brakeman.

While we are thus industriously engaged in cutting each others' throats, our friends, the enemy, are actively encouraging us to continue on the same lines. Chauncey M. Depew tells the engineers they are the creme de la creme of the working people, while his hand is on the throat of the switchmen, and the poor fools hug the flattering unctious to their souls that he is sincere and they are really made of finer clay. Perkins, of the "Q," persuaded the conductors that the engineers were getting part of their pay, and that the conductor was an official to whom the engineer, the rascal, should be subordinate, and the conductors prove "loyal" to the company.

The brakemen on the Northwestern are purchased and cajoled by a corrupt cabal of grand officers, to supplant the switchmen, and are "sustained" by their order. Czar McLeod allows his slaves to pick up a few crumbs on his system, and P. M. Arthur rushes into print to proclaim him a benefactor and a friend of labor.

While all this is going on, the lynx-eyed agents of the great corporations are scouring the marts of Europe, and gathering together hordes of ignorant immigrants and shipping them to this country to glut the labor market and minimize the work of the trade unions.

Politics are tabooed in our class lodge rooms, and the great majority remain in utter ignorance of the far reaching influence of the legislation that is being enacted by the paid attorneys of the corporations, whom their votes have elected to office.

The B. of R. E. knows that the road to the emancipation of the masses is via the ballot-box, consequently do not prohibit political discussions in its lodge rooms.

What is to be the end of all this, and how are we to improve on our methods of organization?

By federation? Federation would certainly be a vast improvement and, no doubt, accomplish great good. Still, I do not consider it capable of rendering the stable, harmonious and beneficial results which one general organization of railway employees would secure for us. I believe, as long as class organizations are conducted as at present, federating them would only prolong the deplorable condition to which they have given birth.

In the labor world we are governed by the same general law that influences progress along all lines of development; viz: the law of evolution. The individual has had his day, and a hard and bitter one it was, too. Next the class unions. These, no longer meeting all the requirements of changing conditions, must give way to a better system in consonance with the expanding desires and liberal ideas of the new day. What that system shall be, the future alone must determine.

The B. of R. E. recognizes all these evils and offers itself as a remedy. Classes whose interests are identical should mingle together to come to harmonious conclusions in any matter affecting each other. Drifting apart only means self-indifference to each other, and finally dissolution of the whole. Each organization must acknowledge the right the others have to live and respect their agreements, not strive to break them up. This thing of one class consorting with the companies to defeat the other classes must be crushed. There is no aristocracy of labor and to teach it is villainous, to say nothing as to its being un-American.

The B. of R. E. believes in binding all by the same obligation, making them brothers on a common level, seat them side by side in the same lodge room, and then you are in a fair way to come to just, honorable and manly conclusions—not before.

F. W. P.

Notes from Mojave Division.

Night Operator Clark, of Tehachapi, is away on leave of absence.

N. C. Furman, of Los Angeles, is at Keen as night operator at present.

A. G. Love, formerly night operator at Keen, has been transferred to Tehachapi nights. It's a nice place for pretty girls, ain't it A?

Mr. Jones, from Chicago, who worked in Division Superintendent's office at Mojave, is now at Williams, A. T., as trick dispatcher on the A. and P.

The W. U. office at Acton has been classed. It has been a kind of a ham factory for a long while, and if there was any wire trouble at any time, nine cases out of ten it would be in Acton office. Drake says it ought to have been closed before it was opened (to students).

BRIEF.

For Sale.

A new Smith Premier Type Writer. Has been in use less than one month. Eighty dollars takes it. Address this paper.

B. R. E. emblems and cards at this office.

PERSONALS.

Vice-President Reinhart of the Atchison, Topeka and Santa Fe road, has been appointed president to succeed President Manvel, deceased.

W. J. Gardner, who was running here along in the 70's, and left in 1881, is back again and running between Sacramento and Oakland mole.

W. K. Gillett, of the Santa Fe, has been promoted from assistant to general auditor, and W. A. Burroughs was made assistant general auditor.

D. B. Robinson, formerly manager of the A. and P., was chosen first vice-president of the Santa Fe, to perform the duties assigned him by the president, with headquarters at Chicago.

Among the recent additions to Oakland Lodge, No. 59, R. E. F. B. A., was that of Mr. J. L. Gerish, machinist at the S. P. shops, who, by-the-way, is an old time knight of the Faber and scissors, having edited and published a paper when but nine years of age. Mr. Gerish is a valuable contributor to several dailies, and it is hoped that this paper will be favored by his ready Faber.

Frederick Patrick Gregson (commonly known and hailed as "Greg"), the efficient and popular chief clerk in the general office under Mr. Ed Chambers, Southern California railway, has been appointed contracting agent for the city and territory of Los Angeles, in the place of W. E. Smith, resigned (known all over Southern California as "Smithie"), who goes with the R. G. W. If there is a man in the employ of the Santa Fe who is better qualified for this place than Mr. Gregson we would like to know his name. "Greg" is a walking encyclopedia of tariffs and classifications, and as to "Smithie" it's a toss-up between them. The combination of "Greg" and "Smithie" under Mr. Chambers was a hard one to beat. Both roads have made a wise choice.

R. E. F. B. A.

This association must stand in with "Father Time," or their risks are very carefully selected. We are in receipt of Circular No. 3, announcing no assessment for March, and repeating the "Old, Old Story"—not a death loss since the Supreme Lodge was incorporated, which was in May 1, 1891. This is quite a contrast to other fraternal orders, some of which are having three assessments per month. Any one can see on reading the prospectus of the R. E. F. B. A. that their plan is founded on scientific insurance principles, combining the stable points of the "old line" with the low cost of the fraternal. Two strong lodges have been established in San Francisco and one in Oakland, and requests have been received for granting of charters in several other cities on the coast. State Deputy C. M. Wilson will comply by instituting a strong lodge in Sacramento, and Deputy Supreme President R. W. McGarrie will do likewise in Los Angeles.

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PACIFIC COAST RAILROADER.

AN ORDER JOURNAL.

Published on the 10th and 25th of each month in the interests of
Organized Labor.

Official Organ Brotherhood of Railway Employees of
America.

"DISTINCT AS THE BILLOWS. YET ONE AS THE SEA."

R. W. MCGARVIE, EDITOR AND PUBLISHER.
Office, 122 Davis Street San Francisco, Cal.

* \$1.50 PER YEAR, IN ADVANCE: SIX MONTHS, 75c.

Correspondence solicited from all divisions and branches of the
Telegraph and Railroad Service.

Subscribers should notify us promptly of any change in their
address, giving the old as well as the new.

Entered at the Postoffice in San Francisco as second-class mail
matter.

SAN FRANCISCO, MARCH 10, 1893.

BROTHERS, will you not send in little news items
that you know? They help us out and please your
friends.

Don't cuss the paper or its publisher if you don't
get it regularly, but drop us a card and we will see
that all losses are made good.

MEMBERS of Pacific Division, No. 170, O. R. T.,
should all be in for the new sick benefit plan.
Those who are not will not receive the benefit if the
amendment to our present laws is carried, and it
will be.

THE O. R. D. is not making any circus-day parade,
but is coming to the front just the same. It seems
to us that it would be a good thing for the boys of
California to join, especially those on the Southern
Pacific.

In our last issue we mentioned that the China
Telegraph company were paying \$150 per month to
operators. We were wrongly informed. The China
Counsel here says operators work for much less
than they get here, and have to talk and write
Chinese.

THE B. of R. E. was officially recognized by
the A. and P. management in an agreement made
on the 3d inst. between the Protective Board of
Lodge No. 1, and Messrs. J. Denair and R. English,
superintendent of transportation and general man-
ager respectively.

PLEASE bear in mind that we cannot answer let-
ters of inquiry unless a stamp for reply is inclosed.
Since the last issue we have received over thirty
letters from operators regarding the China Tele-
graph company, and but two enclosed a stamp for
reply. We trust our answer published elsewhere
to this blunder will satisfy all.

WE wish to acknowledge the receipt of several
communications of merit, for which we are unable
to find space in this issue. Do not be discouraged,
boys; they will be published. Keep sending them
right along. It proves that you are taking an inter-
est in current events, and it encourages us to know
that you consider THE RAILROADER a worthy me-
dium for the expression of opinion.

THE American Railway Union, formed recently
in Chicago on the principles of the B. of R. E., only
more so (as it takes in all from the crossing-tender
to chief dispatcher), is starting out with a wonder-
fully fast growth. The following well-known labor
leaders are at the head of it: E. V. Debs, G. W.
Howard, L. W. Rogers, F. W. Arnold, W. H.
Sebring, W. S. Missemmer, Harry Walton, S. Keliher
and many others. With such reliable men as these
at its head its success is assured. Shake, brothers
of the A. R. U. THE PACIFIC COAST RAILROADER
wishes you God speed.

STILL THE OFFICIAL ORGAN.

On the 9th inst., just as we were closing our
forms, we received the following letter from C. M.
Holmes, S. and T. of the Brotherhood of Railway
Employees. The letters were in answer to repeated
demands for money collected by Mr. Holmes on ac-
count of THE PACIFIC COAST RAILROADER:

GRAND LODGE, BROTHERHOOD OF RAILWAY EM-
PLOYES, ALBUQUERQUE, March 6, '93.

R. W. MCGARVIE, Esq., San Francisco, Cal.—
DEAR SIR: We can only pay you for the paper by
the month. The Brotherhood will start a journal
of their own May 1st or earlier. The Grand Execu-
tive Committee deem it necessary to own and con-
trol their own plant; also to have it located at Al-
buquerque, directly under their own management.
* * * Will remit you for February at the rate of
6¼ cents per subscriber. Let January stand as it is
until you get statement. Yours Truly,

C. M. HOLMES.

March 7, 1893.

R. W. MCGARVIE, Esq.—Dear Sir: The Brother-
hood of Railway Employees will issue their own offi-
cial organ—first issue March 10th. Therefore, you
will discontinue sending your paper to our members.
This step ordered by the Grand Executive Commit-
tee. Necessary on account of your long distance
away and our rapidly increasing business. Should
you desire to enter our service in the near future, I
think can place you to good advantage.

Yours Truly,

C. M. HOLMES, S. & T.

It is hardly necessary for us to say that we shall
pay no attention to the above letters so far as they
refer to the action of the Grand Executive Commit-
tee (?) in their attempt to overrule the action of the
Grand Lodge. THE PACIFIC COAST RAILROADER is
the official organ of the B. R. E., and will remain
so until such time as the right is denied it by the
Grand Lodge.

Just how ridiculous the attempt of these would-
be Czars is may be shown by a reference to the
constitution. Section 22 of Article III says:

THE PACIFIC COAST RAILROADER shall be the offi-
cial organ of the Brotherhood. The subscription
price shall be \$1.50 per year. The paper shall be fur-
nished each member in good standing semi-monthly.
The subscription shall be paid by the Secretary and
Treasurer of the Grand Lodge. The official organ
shall establish such departments of an editorial
nature as will promote the welfare of the Brother-
hood.

To make the matter plain to all, we will enlarge
upon this section by giving in a condensed form the
agreement entered into between THE RAILROADER
and the Grand Lodge, which was in effect, as can
be abundantly proved, that the Grand Lodge guar-
anteed this paper a certain number of paid-up sub-
scribers monthly; that from each member joining
the Order Mr. Holmes was to collect one year's
subscription, to be forwarded by him to Mr. Mc-
Garvie as compensation for space given by THE
PACIFIC COAST RAILROADER to communications and
other matter calculated to be of benefit to the Order.
On the part of THE RAILROADER the agreement has
been religiously kept. Mr. Holmes, on the con-
trary, possibly under instructions of the Executive
Committee, has diverted to other uses money col-
lected for Mr. McGarvie, and belonging to THE
RAILROADER. Mr. Holmes has therefore been guilty
morally, if not legally, of embezzlement. Up to
the present date, in return for the publication of
matter occupying space valued at hundreds of dol-
lars, in addition to our individual efforts and edi-
torial work, as well as the cost of furnishing the
paper to members of five lodges, we have received
an amount on account of less than \$50.

Upon this showing the utter worthlessness of the
letters printed above will appear to every man
whose brains are properly located, as well as the
rank injustice Mr. Holmes and the Executive Com-
mittee would endeavor to perpetrate.

That our efforts have given any cause for dissatis-
faction we do not believe—in fact Mr. Holmes
writes under date of February 15th:

Your paper was a dandy, much superior to the
— in manly tone. * * * You may send me
100 copies of each issue.

As we read over this letter we are moved to
laughter by an extract. In reference to an official
whose actions do not meet with his approval Mr.
Holmes says:

If not received will lay the matter in the hands
of the Executive Committee. I LIKE TO SEE A MAN
LIVE UP TO THE CONSTITUTION.

And then Mr. Holmes says we are not the official
organ—in other words, he and the Executive Com-
mittee would attempt to override that same consti-
tution.

Finally, in regard to this matter, we will reiterate
what we have said, viz: For the present, and until
the Grand Lodge meets in May, THE RAILROADER
will continue as the official organ of the Brother-
hood of Railway Employees under the authority of
the Grand Lodge. And we would call the attention
of officers and others who may have announcements
or other matter of an official nature to publish, that
to insert them in any other paper than THE RAIL-
ROADER will deprive them of any legal value under
the constitution.

We expect to be sustained in our position by the
members of an order whose framework is based
upon a foundation calculated to do away with one-
man power. We expect them to denounce in une-
quivocal terms the attempt of the Executive Com-
mittee and Mr. Holmes to delegate to themselves
powers only possessed by the Grand Lodge.

We might wind up this article with a personal
plea, showing by letters and other means the con-
temptible nature of this effort on the part of the
persons referred to. For the present we are content
to rest the matter with the members of the order,
who will, we believe, see that simple justice is done
the proprietor of the PACIFIC COAST RAILROADER.

PACIFIC DIVISION, ATTENTION!

We have paid out several hundred dollars in the
last six months in sick benefits, and the drain has
become quite noticeable on our treasury. At the
present time we have six brothers on the sick list,
one who is very low with consumption. The ques-
tion has been repeatedly talked over in the Division
room, and while some think we will have to stop
paying sick benefits, all hope for some plan to be
devised that will prevent this uncharitable act. It
has been suggested and will be acted upon at our
next meeting, that we add to our constitution a
clause compelling all of us who care for this benefit
to pay 50 cents per month additional due. While
this is a good thing to have when we are sick, it oc-
curs to us that there will be some who will not pay
this 50 cents additional dues per month. Let us
say to all such, if there be any, that if you would
protect yourself during illness, which is liable to
come to you, by no means hesitate to pay this ex-
tra due. Pay it for say three months, and it is our
candid belief that you will never have to pay over
10 cents per month thereafter. With nearly 390
members it would put over \$500 into the sick and
funeral fund, and enable your officers to pay the
\$7 per week to the sick and needy brothers. Un-
less there is something of this kind done we are
afraid that our sick benefits will be in a very weak
condition soon.

WE desire it distinctly understood that any thing
we may have to say in this issue or in the future
regarding officials of the B. of R. E. does not apply
to the order itself. We have been led to believe in
the order on account of the principles enunciated
by the constitution and by-laws; we have been led
to work for and in its favor by a belief in the sound-
ness of its doctrines and the quality of membership.
And we do honestly and sincerely believe in it, and
that it will eventually prove just what is needed.
We shall continue to favor it and to help it so far as
it lays in our power—or so long as we are not dis-
abused of our present favorable opinions.

Why don't you send in some personals? Write
something about yourself, if there is nothing else
in sight.

HOW WE STAND.

A most foolish report, which, strange to say, has gained some credence, is to the effect that the editor of this paper is inimical to the O. R. T. This is probably founded upon the fact that he has criticized the action of Grand Chief Ramsay in a certain case, and has also permitted the outspoken opinions of others to be published in the columns of *The Pacific Coast Railroader*. For this he has no apology to make. From the facts in the case as he understands them he feels perfectly justified in his course, and he believes it to be for the best interests of the O. R. T. to thus criticize, and, if possible, to bring forcibly to Mr. Ramsay's attention the fact that the unanimous action of the operators of a system, who have a just and lawful grievance, should not arbitrarily be set at naught. When our Grand Chief does this—and further practically betrays and attempts to defeat a concerted action of members of this order, as in the case in point—he is subject to criticism and to blame. Mr. Ramsay should ever bear in mind that he is the servant of the O. R. T.—not its master; that he is not above fault, and possibly reproach. As a member of the Order, one who has sacrificed as much, if not more, in its interests, and received less, than Mr. Ramsay—as one who has its welfare as deeply at heart as he—the editor criticized him, and he has done it because he believed that he was right.

Furthermore, it is within the province of a newspaper to give voice to the properly expressed opinions of others, to comment thereupon, and to right wrong where it is possible. And it is well enough to state right here that the editor of *The Pacific Coast Railroader* proposes to pursue this course as long as he is at the head of it. Should his attention be called, and proof furnished, of the misdeeds of any officer of any order embraced in the railway service—of any arrogance or an attempt to make himself superior to the position which he occupies, that of a servant paid to carry out the order and wishes of the members—he shall be deemed a worthy subject for our criticism.

The Wounded Bird Flutters.

A circular has been issued announcing the organization of an association that is to be the savior of the railway employee. It was organized at Winslow, Arizona, and the "Grand Lodge" is to be located at Albuquerque, N. M. The Grand Master is George W. Greenwood, and his maiden appearance as a Grand Master undoubtedly explains his failure to perform his duties as a committeeman for the Firemen. The title of this "free for all" is Brotherhood of Railway Employees, and it is announced that "it has no occasion to 'apologize' for its being;" its platform is said to be "broad and comprehensive and seated 'thereon' in harmonious relations are to be found employees of every class." Judging from the orthography and language of this circular, no apology should be expected for anything. Whether or not this Winslow organization has any connection with the "liberty, fraternity and equality" idea of the Age of Labor, in which the industrious and the idle, the honest and the criminal, the temperate and the dissolute are all to be admitted on the same plane, will undoubtedly become apparent later.—*Railway Conductor's Magazine*.

Quite correct, sonny. The B. of R. E. will yet prove the savior of the railroad man. The wounded bird flutters, the galled jule winces; but these demonstrations are mild compared with the tremendous floppings and floundering the jaded birdie will indulge in later on. The Brigadiers of the O. R. C. have led an indifferent career—indifferent to anything useful and to something on which to base a request for dues. An outcry at this time will avail them nothing. The fact is undisguisable that they, in common with the other decaying "individual idea" organizations, are tottering to a fall and their little gong-beats now are efforts to divert attention from the real issue by—noise! And, by the way, the howlers have not yet made an argument against the B. of R. E., nor replied to those in favor of it. Their inability to do so is plain.

George W. Greenwood needs no defense at our hands. His own splendid record as a B. L. F. committeeman is vindication enough, and disparaging remarks will not detract one iota from his success. That his work was appreciated by the firemen is well known to all and he carried with him their best wishes and a host of members into the B. of R. E. New Year's day they substantially recognized his merits by presenting him with a solid silver tea service.

As no one was ever worsted by the Monthly in a discussion of orthography or the merits of the Queen's English, its reference to these matters is decidedly irrelevant and inconsequent at this time.

D. A. S.

We learn that one, yes, two brothers, object to our giving up space in this paper to the B. of R. E. Our answer is that we are running *The Pacific Coast Railroader* as near as we can in the interests of organized labor on the Western slope, and why we should bar this new and fast-growing Brotherhood is more than we know. It's dollars to cents that neither of them have read the constitution of the B. of R. E. To all such we wish to say, Post yourself before you demur.

Coast Champions Go East.

A short time since John W. Mackay, while laid up in his room in the Palace Hotel, as a result of the attempt made upon his life, heard of a fast receiving and sending contest to be held in New York March 11th. He immediately informed Superintendent Storrer of the Pacific Postal Telegraph Co. that he would furnish transportation to New York and return for two men to go from this coast, and suggested that there be a "try-out" in the main office of the company here. Accordingly, on the evening of February 25th six contestants were started for an hour's work receiving messages. Mr. Geislich of the Western Union Co. sent the first half hour, and N. F. Harrison of the Postal Co. the latter half. At the end of an hour eighty messages had been sent and the judges decided that J. H. Jones was the winner, having made less mistakes and turned out better work on his typewriter than the others.

A try-out was also had the following afternoon in the Portland (Or.) office. Messrs. Durkee and Hearn came out a tie, and by mutual consent tossed up a coin to see who would go. Mr. Durkee was the luckier of the two and won the prize.

Messrs. Jones and Durkee started East on the 2d inst. and will doubtless return with two or three medals to their credit. Mr. Mackay will give a medal valued at \$150 as a first prize and another valued at \$100 as a second prize for the two operators receiving the greatest number of messages and doing the best work in one hour. Besides Mr. Mackay's liberal offer, there are several other valuable prizes offered, and from the general interest taken throughout the country it is safe to say that the contest will develop some surprising work.

Local lodge secretaries should send to us for samples of our printed stationery.

Send us \$1.50 and get *The Pacific Coast Railroader* one year.

Tit Bits.

Mendota Terminal of the Western and San Joaquin Division would like to know:

If Mendota is not in her boomiest boom.

If Bro. McGarvie did not pay us a short visit on his trip through the south.

If Bro. Smith, who is master of the day trick at "Md," is not constantly rushed over the overwhelming roast of work.

If he did not come on duty two minutes late the other morning.

If the night man has not been given the privilege to clean lamps and put out signals at the terminal, etc., and so on.

If every one here is not glad he is at Mendota, and nowhere else.

If the sport switchmen did not enjoy their hunt; also their great prize of a couple of rubber-back ducks. Keep it dark!

If the night crew do not like their jobs and get enough sport.

If some one is not terribly worried when trains do not make good time, and do not come up to reports.

If among those at the Palace Luncheon are not Ole Oleson and many other great magnates.

If we have not a general merchandise store and a postoffice.

If vouchers can not be cashed on the Canada plan.

If everybody, one and all, is not welcome at Mendota.

WE'LL COME AGAIN.

Putting a flaxseed under the lid of the eye to get out a cinder which has accidentally lodged there may seem a curious method of abolishing a nuisance, but is nevertheless quite effective. After the seed has been moistened by the secretions of the eye, it exudes a mucus, which not only alleviates the irritation of a foreign body, but also frequently surrounds it and prevents pain from the motion of the eyeball against the cinder and ultimately assists in its removal. The remedy may seem novel to many persons, but there are commercial travelers who never start on a journey without a pinch of flaxseed somewhere in their baggage where it can be easily reached in case of an accidental cinder in the course of a railway journey.

The following paragraph from the Cincinnati *Golden Rule*, edited by Rev. E. P. Foster, contains a whole volume of first-class sermons: "The laboring classes should cease to apologize for being in the world. They have as much right to existence as either preacher, priest or politician, and they have just as much right to their share of earth's goods. When they demand it intelligently they will get it."

Announcement.

ALBUQUERQUE, N. M., Feb. 20, 1893.

TO ALL EMPLOYEES, TRAIN ENGINE AND TELEGRAPH SERVICE, GREETING.

As per section 7, constitution and by-laws, I hereby announce myself as a candidate for re-election to the office of Grand Master, subject to the decision of the members of the Brotherhood of Railway Employees. Fraternally, in P. P. P.,

GEO. W. GREENWOOD.

Get your correspondence into this office before the 7th and 21st of each month.

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Terms are very liberal, one-quarter Cash and balance on long credit. A few hundred dollars invested here now, means an assured income to you later in life. Enquire of

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Or, our representatives at Merced, **H. H. McCLOSKEY, W. N. HARRIS.**

★ SAN ARDO ★

On the line of the "Coast Division" of the Southern Pacific, which is now being extended south from Santa Margarita, and will, when completed, form the direct overland route for local traffic between Los Angeles and San Francisco, so that, aside from intrinsic value of the land, it has a peculiarly prospective value by reason of advancement, which will surely follow the opening of this road.

The land is a deep, loamy soil, and particularly adapted to cereal products or fruit culture and vines, and is offered in tracts to suit for Cash, or upon terms of one-quarter Cash, and balance in one, two and three years with eight per cent interest. Write for particulars.

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Or to **H. I. MCGILL**, at the "Abadie Home Place," **San Ardo, Cal.**

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THE EDWARD WOLFSKILL LAND lies just south of the town of Winters, and east of the lands of Baker Bros. This is the first small subdivision ever made on this portion of the choice Wolfskill Grant. Never before were purchasers privileged to buy in sizes to fit their means, and it is only at a very recent date that any of this Grant, even in a large area, could be obtained at any price. Lands on all sides were sold and transferred, but the boundary line of the Wolfskill Rancho was as unbroken as is the chain of title that carries it to the present ownership.

THIS LAND IS UNEQUALLED IN CALIFORNIA.

Terms, \$125 per acre, one-fourth cash, balance in one, two and three annual payments at 8 per cent interest per annum

We scarcely need add that the winter of 1893 will see every acre of this fine property sold.

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The following is a Directory of the principal Hotel in the places named, and Conductors, Ticket Agents, Operators and Trainmen may recommend them to the traveling public without hesitation.

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The large circulation enables the managers to lower the price to \$1.50 a year. No free copies. Two months' trial for 10 cents, in coin or stamps.

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[18]

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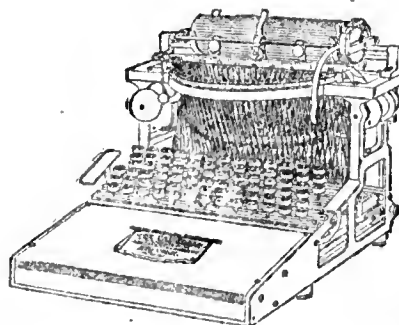
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SAN JOSE, CAL.

FINE RAILROAD WATCH REPAIRING A SPECIALTY.





Vol. II.

San Francisco, April 5, 1893.

No. 14

A Sensational Story.

A press dispatch from Omaha of recent date says: Information has just been gathered by the Omaha division of the Order of Railway Telegraphers of a contemplated onslaught on the order by the roads centering in this city. Omaha division is the second strongest in the organization and the purpose was to concentrate on it and by breaking it to intimidate the other and weaker divisions.

Some two weeks ago Secretary F. E. Gilliland and Carl Smith, one of the Omaha delegates to the telegraphers' convention at Toronto, learned of the presence in this vicinity of one D. E. Kennedy, who was possessed of an Order of Railroad Telegraphers' card of credentials and other recommendations as an order man, and whose actions were rather suspicious. Smith and Gilliland put a watch on the man and found that he was a representative of a St. Louis detective agency and that he was accompanied here by two others, who had been engaged to work up the entire Elkhorn and Northwestern roads, scouring them for Order of Railroad Telegraph operators and doing this work as regularly affiliated members of the order. They were all equipped with cards showing them to be members of the telegraphers' organization. Developments showed that their work was not to be confined to the Elkhorn and the Northwestern, but was to extend over all—or a majority, at least—of the western roads, and Superintendent of Telegraph McFarlane, of the Elkhorn, was the center of authority, controlling the entire campaign and sending the men not only over his own road, but to others.

The detectives were placed under surveillance by Smith and Gilliland, who put regular O. R. T. men upon their track. These subdetectives succeeded in procuring the cipher of the railroad detectives and McFarlane and a share of the correspondence passing between them, and this correspondence bears out the assertions made above.

D. E. Kennedy, the head of the trio of detectives, was to secure a commission as organizer for the telegraphic brotherhood, and in that way was to obtain the information which was to result in working the destruction of the order in this section and presumably throughout the entire west, where the strike feature of the organization has been most troublesome to the companies. Kennedy's lists of reported operators have been seen and the suggestions of Superintendent McFarlane have also been looked over by the two brotherhood men, which indicates clearly that a united attempt was to be made on the life of the order as soon as the detectives had cleared up their work of investigation and had been gone from the section a reasonable time.

A part of the contract was that discharges should not come so soon that the men would be able to fix the blame on Kennedy and his associates, as they feared for their safety should it be known that they were traitors to the order upon whose card of rec-

ommendation and membership they had worked to the undoing of the operators. As the convention of the telegraphers is but two months away it was anticipated, according to the reckoning of the leaders, that this united action was proposed to make the outlook for the future of the order appear so dismal that the convention might deem it advisable to dissolve the organization. The operators are in possession of so much information as to the plans of the other side, however, that they claim to be able to fight them easily.

A Suggestion from a Sister.

DEAR BROTHERS AND SISTERS:—I am a constant reader of THE PACIFIC COAST RAILROADER, and find its views very broad and liberal; consequently take the liberty of inviting you to enter with me upon a short discussion of universal organization for railroad employees.

Freedom from tyranny must be our thought and hope. Every day capital is putting us a little lower, and discharging our members from their service. Can we tolerate this? No, a thousand times, no! Then let us give universal organization a thought. Strength by number is our only refuge, and what we need now is to bring all orders into one fold. In so doing we would reduce expenses and gain strength. How shall this be done? First, by casting all prejudice and selfish ideas aside, and letting common sense and better judgment guide us. Second, by considering all railroad employees, either in train or telegraph service, brothers and sisters. Third, by impressing upon the mind of every employee the importance of the question. This may be done by a full discussion of the question by members through the official papers of each order; or, by a debate in every lodge of each order in the United States, and reports by secretary to the official paper of same.

A plan for organizing universally is as follows: Organize by railroad systems, electing one person from each system to act as supreme council, and two persons from each division of a system, one from train and one from telegraph service, to act as direct council; and each member of the direct council is to be guided by a two-thirds majority vote from members of his division. This would give the members, and not the officers, control of affairs—a chance that is much needed.

What shall we do with the funds of the present existing orders? I would suggest that they be equally divided among the members of each order, and every member given credit for same in a new order of universal organization. I hope some one will give this subject a thought, for it is of vital importance to us all. Yours in F. T. A. S. S. M.

Some of the Western Union operators who were recently discharged at St. Paul have been allowed to return to work after signing an agreement not to belong to any labor union.

Moral Robbery.

There is creeping into labor organizations day by day a certain evil which, while not recognized in any of our criminal codes as punishable, on account of its secretness, is, we earnestly believe, more obnoxious in the sight of God than those that are. It might be termed "moral robbery." Men who would resent an impugnation to their honesty very forcibly will, in their organizations, by insinuations, by trickery, by duplicity and by whatever methods they may be able to employ, seek to rob their officers perhaps their successful opponents to office) of whatever of popularity and honor they may enjoy in the eyes and hearts of their co-laborers and brothers in society, and all this because actuated by the "green-eyed monster," jealousy.

There is, too, a class who consider that their only duty to the organization is the payment of their dues. This class, instead of being sought after on account of their financial soundness, should be shunned, as they cause a general lack of interest. After a time other members will naturally begin to feel that it is not right that they should bear all the trouble and responsibility of attending meetings and the like, and will become lax in their duty, not by choice, but by the circumstances.

Another class thinks that a labor organization is making no progress unless it is at all times at sword's points with manufacturers. This is a great mistake. Much more has been accomplished unknown to the world at large than has ever been chronicled in the press.

The people should keep in mind the wise saying of the philosopher, Benjamin Franklin, when he said, "There never was a good war nor a bad peace."

If the constitution and by-laws of the organization are lived up to, and if each member plunges into his duty with a will and a determination to keep the organization above the surface, there can be no question about the result.—The Tailor.

Colonel Charles Taylor, the veteran telegrapher of Kentucky and one of the oldest in the West, died at his home in Frankfort (Ky.) on the 11th inst. Colonel Taylor was born in Frankfort in May, 1834, and has served forty-four years in the profession of telegraphy. He was a military telegrapher in the Confederacy and was founder of the "Old-Time Telegraphers' Union."

"I only -wore- once," the young man said. As St. Peter shook his heavy head, "And that was when, as I started to dance, the button burst off from my nether pants." Then St. Peter grasped the wanderer's hand and ushered him into the promised land.

Will all attention to the fact that the Pacific Coast Railroader can and will furnish rubber stamps of all kinds and descriptions and of the best make, at prices cheaper than the cheapest.

THE "TELEGRAPHER'S" REPLY.

In answer to the articles recently published in the PACIFIC COAST RAILROADER, criticising Grand Chief Ramsay, the Railroad Telegrapher has only the following to say.

It will be remembered that this is the organization that before its inception and birth (at least before it had established offices or authorized any local lodges,) attempted to revise, alter and amend the schedule and agreement which we have with the Atlantic and Pacific R'y system, and because our Grand Chief refused to sanction their method of doing business, and violate the agreement above referred to which we have with the company, they predict the immediate downfall of our organization, and all other class organizations of railway employees, and claim the necessity of forming such a one as theirs, which includes all classes of railway employees, so as to protect and maintain the schedules which the several class organizations have obtained.

The matter is not worthy of further notice upon our part; but we desire to correct the false statement which they made in relation to the A. & P. schedule wherein they claim that the strike was not authorized by our Grand Chief, who at that time was Acting Grand Chief, and that it was not under the sanction of the O. R. T.

After the O. R. T. became a protective organization, at its St. Louis convention the Grand Officers, as a matter of course, knew that the employees on nearly all the railroads in North America would want schedules with their respective companies and they decided that it would be better first to thoroughly organize certain localities, for some reasons not necessary to enumerate herein. In accordance with this decision they placed organizers, at the expense of the Grand Division, on certain roads where they had a fair representation of membership and together with the work of the organizers and these members, two certain systems were organized to a man, one of which was the A. & P. Ry. The Grievance Committee selected to represent the A. & P. were Brothers Sellers, Meyer and Gleason, whose names were familiar to every telegrapher throughout the land. This committee presented the schedule to the Grand Chief, conferred with him by letter, received his sanction to its presentation to the management, kept him advised as to the progress the committee was making and intimated the probability of a strike to obtain the desired result; received from the Grand Chief authority to call a strike, during the pendency of the strike communicated with him by wire—IN PLAIN ENGLISH LANGUAGE—as at that time the O. R. T. had no cipher code, what progress they were making, etc. etc. Furthermore it might be well to state that previous to sanctioning this strike the Grand Officers of the O. R. T. called a meeting of the executive officers of the other railway organizations, which convened at St. Louis on December 15th, and at which meeting the A. & P. trouble was fully considered and a plan of action agreed upon.

Mr. Manvel, President of the system, suggested that we declare the strike off, until such a time as our Acting Grand Chief could reach Albuquerque and together with our committee confer with our members interested, after which they and General Supt. Mr. Gabel were to come to Chicago, when the schedule would be signed by Mr. Gabel if found to be a copy of the one in possession of our Acting Grand Chief, which it was. Minor details were to be set forth, if agreed to by both parties; if not the schedule was to stand as written, it being the opinion of our Act. G. C. T. at the time, that some modifications would prove beneficial to both the management and employees, which fact was demonstrated soon thereafter when an amendment was asked by our committee and kindly granted by the company. The schedule has been amended in the interest of the members on one or more occasions, and in every instance the management of the company, as well as the higher authorities of the Santa Fe system, have always treated with our committees.

This is the last insertion of matter regarding either side that will appear in this paper.

Railway Employees Fraternal Beneficial Association.

San Francisco Lodge No. 57, Oakland Lodge No. 59, and Piedmont Lodge No. 63, are flourishing like a green bay tree. Applications and initiations in each and every meeting and quite a number of applications have been received from agents, operators and others out on the Southern Pacific companies lines. Advices from the supreme headquarters show that the order is coming to the front in a very gratifying manner.

General Railway News.

An engine, two passenger coaches and a number of smaller models, the property of the London & Northwestern railway, are now in Chicago. The engine in the collection is the largest ever built in England. It is 32 feet long and weighs 47 tons. The tender tips the scales at 13 tons and is 15 feet long. This engine was built at the Crewe works of the company. It is known as the E. H. Webb pattern and has four driving wheels, each 7 feet 6 inches in diameter. When in training she sprints along at the rate of ninety miles per hour, and according to G. R. Chesworth, the engineer in charge, can even do better when necessary. The passenger coaches are built according to the latest English patterns and will be quite novel compared to American vehicles of like character. One of the cars is a day coach and the other a sleeper. They are called saloon vestibule cars and are entered from the sides instead of the ends. The interior of the sleeper is fitted up with compartments to contain fourteen people each. In each compartment is a toilet room. There is also a smoking room and compartment for the attendant. Both cars are painted a chocolate color up to the windows. Above that the color is white. The interior of the sleeper is fitted up in satin and walnut woods and the upholstering is in dark plush. The car is heated by a gas stove and provided with gas and electric lights. The day coach is a composite car, arranged to accommodate the first, second and third class passengers. Along with the train several other exhibits of the English company are in Chicago. The most important of these is an exact reproduction of the old locomotive, Rocket, the first successful engine built by George Stephenson and first operated on the Liverpool & Manchester railroad in 1829. There is also a model of the mogul type called the "Dreadnaught," which is the first compound engine to be operated in England. The entire exhibit of the London & Northwestern railroad cost \$50,000, and will occupy 2800 feet of space. These exhibits will be particularly interesting to the railroad men and machinists who visit the World's Fair.

Construction commenced March 15th on the extension of the Monterey and Mexican Gulf Railroad from Trevino toward Sierra Mojada, the great silver ore producing region of the state of Coahuila. Several thousand tons of steel rails for the new line have arrived at Tampico. Besides this road the Monterey and Mexican Gulf road, under different names, is to construct a perfect network of roads over Northern Mexico, concessions for which will be granted by the government. As soon as the Sierra Mojada extension is completed the work of continuing into Mazatlan, on the Pacific coast, will be undertaken. The Gulf and Pacific road will immediately build a line from Trevino to some point on the Pacific coast.

A dispatch from Macon, Ga., says that several months ago a contract which the Brotherhood of Locomotive Engineers had with the Central Railroad company expired. A committee of the brotherhood called on the superintendent to secure a renewal of the contract, but he declined to receive them except as private individuals. At the same time the telegraph operators demanded a contract, which he likewise declined to entertain. On the 22d inst. the engineers, through their attorney, called on Judge Speer, and he at once granted an order commanding the Receiver to appear before him on the following day and answer as to why he refused to treat with the engineers.

W. H. Mills of the Southern Pacific says that a company of engineers are picking out a route by which that road can build a branch from San Bernardino to Riverside. These places are now connected by the Santa Fe road and the San Bernardino motor line. The Southern Pacific has been using the Santa Fe's tracks for its traffic, but now wants a line of its own to Riverside. The new road will probably be finished about April 1st, 1894. A. N. Towne will go to southern California next Saturday to inspect the lines of the company in that section.

Upon the petition of Samuel Thomas of New York the appointment of a receiver was made for the Cincinnati, New Orleans and Texas Pacific Railway (Cincinnati Southern) on the 18th inst. S. F. Felton, president of the road, was appointed receiver and his bond fixed at \$100,000. The allegations of Thomas' petition are not obtainable, but they satisfied the court perfectly.

President Clark of the Union Pacific has resigned. He will accept the presidency of the Missouri Pacific.

No Time to Read.

We dislike very much to hear a laboring man say he doesn't have time to read, because nine times out of ten we know he utters a falsehood when he says it, and nine out of the ten men who have no time to read spend their evenings loafing on the streets or around the beer counter or the billiard table. The cases are very rare indeed where a man doesn't have time to read one or two or even three or four weekly papers each week if he wants to. It is because he has not interest enough in his own welfare to read and post himself on the events that are transpiring for or against him. The classes of men that claim they do not have time to read are the curse of the community in which they live. They have no minds of their own, and, being as ignorant as a Hottentot, they are used by the sharpers of their town and neighborhood to help them carry out schemes to thwart the will of the educated and respected citizens. The man who doesn't have time to read is usually a loafer. The successful business man has plenty of time to read and post himself on matters pertaining to his business, and that is one reason why he is successful. The educated laboring man finds plenty of time to read, and without neglecting his work either. He is the man who you will find at home evenings with his family. The nail keg in the corner grocery is never kept warm by him while he listens to or tells smutty stories in an ignorant crowd of gaping loafers. He who cannot find time to read never finds time to be a man, but always is the tool of some one who does read.—Ex.

Considered it Cheap.

"You would be surprised at the number of queer people we run across," said a Market-street gripman the other day, while tugging savagely at the brake lever to prevent his car from running into a buggy driven by an old man who had attempted to cross the street ahead of him. "An old fellow boarded the dummy at Kearny street several days ago, and by his questioning I could tell that he had never seen a cable car before in his life, and, as I afterwards learned, he had not been in San Francisco since 1853, when he went to the mines, where he had been ever since. You would have had a good laugh could you have heard and seen him size things up. When the conductor came along and asked for fares the old fellow dug up a four-bit piece. He nearly fell off the car when the conductor handed him 45 cents in change.

"Ah! made a mistake, didn't he?" turning to me.

"No that's right.

"Oh! I see; just collects from one station to another."

"I nodded my head, and when the conductor came out again I put him on.

"That old gent rode out to the end of Valencia street and back down town, putting up his nickle whenever the car stopped. By the time the car reached the ferry it had cost him \$1.85.

"That's cheap riding, ain't it?" he said with a smile, and he struck out for the boat."

The entire force of the Big Four switchmen went on a strike at Springfield, Ohio, on the morning of the 19th inst. The switchmen claimed that they struck because the road has not lived up to its agreement to take men back after the compromise of two weeks previous. The switchmen demanded the discharge of Yard Master Carney, pay for overtime and the reinstatement of all the strikers, thirty-four in number. On the morning of the 21st inst. they declared the strike off unconditionally.

Second Vice-President and General Manager A. A. Robinson of the Santa Fe road has resigned. It is believed to be for the purpose of succeeding S. H. H. Clark as President of the Union Pacific.

When in Los Angeles and want a good room in the center of the town try 229 West First street.

Sioux City Division, No. 222, O. R. T.

Sioux City, Ia., Feb. 25, 1893—Meeting called to order at 8:50 p. m. by C. T. Parker. Seven members present. C. T., A. C. T. and J. T. only officers present. Vacancies filled pro tem.

Bills amounting to \$8, (\$6 hall rent, \$2 supplies), were presented and approved.

Communications: From Bros. J. S. Rizer, B. L. Dart, J. B. Davis, A. M. Wood, J. P. Allen, J. W. Swift, E. E. Little, T. J. Murphy, D. G. Carnegie and E. W. Farnsworth.

From Bro. Gilliland S. & T., Omaha Division No. 2, complimenting us on the great strides our Division has made for its age, and also regretting his inability to attend our ball.

Minutes from Omaha Division No. 2. From Bro. A. C. Comstock, complimenting us on good showing of C. M. & S. P. men in our Division.

From Bro. W. C. Church, who having visited Twin City Division, Minneapolis, compared the two lodges with favorable showing for Division 222.

From Sioux City Trades and Labor Assembly, inviting all labor unions in the city to send committee of three or more to attend the convention at Labor Hall Thursday evening.

As it was deemed important that we be represented there, it was moved and carried that we adjourn and send committee to the hall. Committee arrived too late to participate in meeting, but several speeches were made showing the benefits all labor organizations would derive from closer affiliation, and we were cordially invited to send delegates to their next regular meeting, March 16th.

There are a few of our members in arrears for dues. This will be notice to such that unless dues are received on or before March 31st will have to suspend them, as otherwise the Division will not be able to pay their per capita tax to the Grand Division.

When members change their address, please notify me at once so I can change their address for the Telegrapher. It causes considerable trouble and a useless waste of postage to have letters sent out and returned unclaimed.

Would like to call the attention of our members to letter from Division No. 146, on page 92 of Feb. 15th Telegrapher. It seems to me that our Division, with 165 members and some 25 or 30 in and close around Sioux City, should make a better showing at meetings than has been done lately. It is for your interest as well as the interest of the order that you should attend meetings when it is possible for you to do so, and express your opinion on the matters of vital importance that are coming up at every meeting. We have one of the finest halls in the city and try to make it as pleasant as possible for all members that come to the meetings. Visiting brethren are also sure of a cordial welcome. Hope to see the greater portion of our members at our first annual ball, February 28th. An enjoyable time is anticipated. Yours in F. F. W. G. Nicholson, S. & T.

Sioux City, March 5, 1893—Meeting called to order at 9:15 p. m. by C. T. Parker. Fifteen members present.

The next order of business was installation of officers. P. C. T. being absent, the officers were duly installed by retiring C. T. Parker.

C. T. Williams not being able to speak, on account of hoarseness, appointed Bro. Church to act in his place for the evening.

All the officers answered roll call except P. C. T. Bills to the amount of \$133.65, (\$95.90 of which was expense of ball), were presented and approved by executive committee.

Communications: From Grand Chief Ramsay, acknowledging receipt of invitation to our ball and assuring us of his best wishes for our success.

From Bro. A. D. Thurston in regard to publishing

the names of scabs, objectionable candidates, etc., advising us to institute a strict investigation in all cases before sending names to be published, and promising to write an editorial upon the subject in the next issue of the Telegrapher (March 15th).

From Bro. W. L. Simpson, C. T. of Springfield Division.

From Bro. A. J. Applegate, complimenting us on the rapid growth and good showing of our Division.

Minutes of Federation Convention held at Wichita, Kans., February 25th.

From Bros. C. Day and N. D. Tower. From N. Lee, advising that he would not be able to act as delegate to the convention.

Copy of the first issue of "The Wasp," the official organ of Omaha Division No. 2. The Wasp is a bright and newsy little O. R. T. paper, published weekly, subscription price 25 cents per annum, and those of our members who desire to keep posted in the latest telegraph news can not do better than to send 25 cents to F. E. Gilliland, 1109 4th Ave., Council Bluffs, Ia., for a years subscription.

New Business: Bro. R. A. Nichols of Sioux Falls, S. D., was elected delegate to the convention in place of Bro. Lee, and alternates were elected as follows:

Bro. J. W. Russell, alternate of Bro. R. A. Nichols; Bro. G. L. Price, " " Bro. W. G. Nicholson; Bro. C. W. Felton, " " Bro. W. C. Church.

Decided that the Division should subscribe for the Wasp, and that the same should be read at meetings.

Matter of bonding Secretary and Treasurer was brought up and after considerable debate it was decided that he should give a personal bond.

One of our brothers was reported to be in need of assistance and a collection was taken up for him. The brothers present responded liberally.

As there was no further business meeting closed to meet again March 16th. Yours in F. F.,

A. A. PARKER, S. & T.

Sioux City, March 16, 1893—Meeting called to order at 8:30 p. m. by A. C. T. Bradley. Seventeen members present.

Roll call of officers disclosed C. T., P. C. T. and O. S. absent. Bro. Day appointed A. C. T., Bro. Turgeon P. C. T. and Bro. Nicholson O. S.

After opening ceremony the minutes of last meeting were read and approved.

Bills amounting to \$8 were presented by secretary and approved by executive committee.

Communications: From Bro. C. E. Williams, tendering his resignation as C. T., account of not being able to attend meetings regularly. From Bros. J. P. Allen, H. C. Enmes, J. B. Davis, R. A. Nichols, E. W. Farnsworth, M. L. Haines and Tolerton & Stetson Co.

Extract from an Omaha paper was read by Bro. Eller in regard to the C. Z. F. L. Ko. ATVDPKJTRJ

X. K. I. ZEFSSQZV. After considerable discussion motion was made that the matter be SPTA MZCXKZ JKPR A YOTZC M KPEVZQ and also XEPDI' ATLTVTXR.

New business: Decided by motion to accept Bro. Williams' resignation as C. T.

A few of our members six months in arrears for dues were suspended according to statutes.

Matter of changing meeting night was brought up and decided by motion to settle time of meeting by majority vote of the whole Division.

There being no further business meeting closed to meet again April 6th. Yours in F. F.,

A. A. PARKER, S. & T.

Notes from Mojave Division.

C. S. Green, agent at Mojave, is building a nice cottage at that place.

Superintendent Burkhalter's family is staying at Carpentaria for a short time.

C. B. Preble, formerly car repairer, is now employed as night sealer at Mojave.

Mrs. Tyler, wife of the agent at Girard, has returned from a short trip to Pasadena.

Brakeman Healon, who was badly injured at Saugus some time ago, is no better, and it is very doubtful if he recovers.

Mr. Darling, lately operator in the dispatcher's office at Mojave, is now in the division superintendent's office at same place.

The painters gave Caliente station a new coat of paint. It looks as slick as a pin now, with the handsome and smiling countenance of Bro. Ferria as agent.

Our old friend E. B. Love, who run the Railroad Hotel at Caliente a short time ago, is back on a visit. He is an old railroad man—a good operator and a jolly good fellow.

Conductor Bodman and Engineer Cole leave for Chicago in a few days to take charge of the Railway Employe World's Fair Hotel, which they have secured for the use of railroad men during the World's Fair. They will be gone until November 1st.

BRIEF.

BROTHERS, you can help us out and materially assist the paper if you will let us act as your purchasing agent. We will do the very best we can for you, and by all throwing a little business to us get your purchases cheaper than you could yourself here.

Cincinnati spiritualists are holding telegraphic tournaments with departed telegraphers. A daily paper reports that it is demonstrated that the dead telegraphers can telegraph more rapidly than live ones. This explains why some companies try to work them to death.—Age.

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AN ORDER JOURNAL.

Published on the 10th and 25th of each month in the interests of Organized Labor.

R. W. MCGARVIE, EDITOR AND PUBLISHER.
Office, 122 Davis Street San Francisco, Cal.

\$1.50 PER YEAR, IN ADVANCE; SIX MONTHS, 75c.

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Subscribers should notify us promptly of any change in their address, giving the old as well as the new.

Entered at the Postoffice in San Francisco as second-class mail matter.

SAN FRANCISCO, APRIL 5, 1893.

WILL SUSPEND.

It is our painful duty to announce to our readers that with this issue we suspend publication, only temporarily it is hoped, but probably indefinitely. When we gave the paper up to advocate the principals of the B. R. E. we thought to aid every order man in the railroad service. We went into it with all spirit and honesty so far as the paper was concerned, and thinking we were on a fair way to success contracted debts in order to give you a better paper. These debts could have easily been met but for the underhanded work of some men whom we had good reason to suppose would be true to their principals and others to promises made. The work we did and the hours of labor performed, combined with the wrong caused us by the cowardly acts of those who profess to have the interest of the laboring man at heart, threw me into a fit of sickness that has twice compelled me to keep my room, once for ten days in February again for like number in March. This loss of time and expense has made it impossible for me to keep up. Rather than carry this load any longer I simply cry enough and quit. If I have made any mistakes they have been those of judgment and misplaced confidence, not of the heart.

This paper suspends with a good subscription list and advertising patronage. If there is any one desirous of taking it off my hands they can have the good will and contracts for nothing, and can pay for the outfit on very easy terms. The war made on the paper and our failing health is the sole cause of this suspension. The field is a good one for a paper in the interests of the railroad employe, and any person possessing a small amount of cash could make it pay.

R. W. MCGARVIE.

DISPITE the efforts of the Southern Pacific to the contrary, the conductors and gripmen on its system of cable roads in San Francisco, known as the Market Street Railway Co., have succeeded in organizing a union. The greatest secrecy is maintained, and the members do not propose to show their strength or allow their membership to become known until every road in the city is thoroughly organized, as it is the avowed policy of the companies to summarily discharge an employe as soon as it becomes known that he is or proposes to become affiliated with a labor organization. The present organization differs from the other labor unions materially, as each candidate is required to take an oath to be faithful to the organization. The movement originated over the recent refusal of the Market-Street company to pay its conductors and gripmen on the Hayes-street system the same wages as are paid on its other branches, although the working hours are the same.

PACIFIC DIVISION No. 170, O. R. T., has suspended that part of our constitution relating to the paying of sick benefits.

WHENEVER a man speaks contemptuously and declares he has no faith in woman we can but think he insults the memory of his mother.

AGENTS of all railroad companies leading into Chicago are in Cincinnati and other cities busily engaged in attempting to secure unemployed labor for all branches of railroad work, in anticipation of a rumored strike that will involve 10,000 employes.

THE Age of Labor comes out in a new form from its office at Oshkosh, Wis. It is now a large 4-page 6-column paper, and will shortly appear as a weekly. The change will be a good one. Publications of the character of the Age of Labor cannot appear too frequently.

THE Age of Labor has signalized its advent in Oshkosh, Wis., by inaugurating a vigorous fight against child labor. The mills are filled with children, many of them only nine or ten years old, while sturdy laborers in the prime of life are unable to get full time at a dollar a day.

A New York press dispatch says that Western Union Telegraph officials take very calmly the report of an impending strike of employes. All the officers declared the rumors of existing troubles with the operators to be untrue and expressed ignorance of the fact that any of the employes had been discharged.

ONLY a couple of weeks ago the Holmes was pleading poverty in answer to our requests for money due us. The Executive Committee, with rare business ability, solved the problem by arbitrarily appropriating the money to its own uses. We have not yet been informed whether it was for the purpose of starting the B. R. E. Journal or to assist them in their strike on the A. & P.

At the recent convention of the Order of Commercial Telegraphers at Pittsburg a committee of three members was appointed to confer with the O. R. T. at Toronto. Resolutions condemning strikes were adopted, and provisions adopted which will give operators who have lost positions through their connection with the order \$10 per week until reinstated. Charter fees were reduced to \$5 and initiation to \$1.50.

GEORGE W. HOWARD writes us that he has severed his connection with the Railway Employees' Industrial Banking Union, in order to devote all his attention to the American Railway Union, the new universal organization of railway employes, of which mention has heretofore been made in THE RAILROADER. With men of the caliber of those at the head of this order, there can be no doubt of the success which we so earnestly wish it.

WHILE the greater part of the data presented in the annual report of the New York bureau of labor statistics is utterly unreliable, owing to the fact that the advance bulletins of Porter's census bureau have been largely relied upon by the department, yet there is one thing in Commissioner Peck's report which is worthy of notice, says the Railway Shop Employee. Special attention has been given to the subjects of strikes, and the figures presented are respectfully referred to the orators and editors who are always informing the public that "strikes rarely succeed," and as a consequence are a serious detriment to the workingmen who engage in them. Here are the figures for New York for the year 1892:

Total number of strikes.....	1,768
Successful.....	1,138
Unsuccessful.....	596
Pending.....	6
Compromised.....	28
Number of persons involved.....	25,764

PERSONALS.

F. M. Kruger is back at Mendota nights, after thirty days' rest.

Wanted—the P. O. address of John Dry or Dri, supposed to be a brotherhood man.

Bro. Jimmy Reddock is day operator at Bowie, A. T., relieving Bro. Bugbee, who is on the sick list.

W. C. Eby Lathrop has a great voice. You should hear him sing "My Sweetheart" and "The man in the moon."

B. A. Meyer, of Firebaugh, is suffering from a severe toothache, which has kept him company for the past week.

Bro. H. D. Jackson passed through Tucson last week from San Jose, Mexico, on his way to San Francisco. Says he is going to the World's Fair.

Bro. Man, day operator at Lordsburg, is the only man among the ladies at that point, but says the girls are not to be compared with the Nogales ladies.

C. H. Wilson, State Deputy Supreme President of the R. E. F. B. A., has returned to the city from a successful trip to Sacramento in the interest of his order.

We noticed in Los Angeles recently the smiling face of W. G. Holcomb of the Burlington, who is known as a rustler. He went after business and got lots of it.

Agent Morris of Crow's Landing, who has been confined with a protracted spell of sickness, is expected to resume his work in a few days. He will be welcomed back.

We understand from the local authorities in the lower country that "Smithie," spoken of in our issue of February 25th as going with the R. G. W., is showing his ability to gobble freight with great celerity.

R. W. McGarvie has been working Los Angeles and vicinity the past week in the interests of THE RAILROADER and the R. E. F. B. A., of which he is Deputy Supreme President, with considerable success in both directions.

J. L. and W. J. Martin, Jack Massay, W. U. Stafford and T. J. Mair, R. R. passenger conductors, are back to their runs after a sojourn in Sacramento during the late "Legislator secession." That \$8,000 sack rather got the best of it, eh, boys?

Bro. R. Frazer is now running between the tank and the door on an engine between Tucson and El Paso. He wears overalls, instead of boiled shirts and diamonds. He says that all he has to do now is to work, and "keep her hot." Telegraphing is not "in it."

C. W. Treadwell, one of the S. P. company's best passenger brakemen, was recently married to Miss Abbott at the residence of the bride's father at Rancho Punta Gordo, near Santa Barbara. The happy couple have gone to housekeeping at 214 Pico street, Los Angeles, where all their friends are welcome.

H. B. Wilkins, who several years ago was G. F. and P. A. of the California Southern branch of the Santa Fe with headquarters at San Diego, and later assistant G. F. and P. A. of the Mexican Central at the city of Mexico, has been appointed general eastern agent of that road with headquarters in New York City.

George B. Jefferis, the engineer who is now under indictment at Sacramento for the murder of Clara Olga Ayers, at Brighton, and for bigamy, has returned to his home in Oakland and is at work on his old run. He was released on \$42,000 bonds, which was furnished mostly by railroad men who signed for small amounts.

In our last issue we mentioned the fact of F. P. Gregson being appointed contracting agent for the Southern California, vice W. E. Smith resigned, in which we said no better choice could have been made. We learn that our statement is being manifested a fact. It is said "Greg" is doing better work than was ever done before.

Pacific Division, No. 170.

SAN JOSE, Cal., March 19, 1893.—Pacific Division, No. 170, called to order at 8:10 p. m., R. H. Abbott, C. T., presiding.

Minutes of previous meeting read and approved. One application was read and took the regular course.

One reported as having been initiated by deputy was excepted.

A bill of \$10.40 for THE PACIFIC COAST RAILROADER furnished to members was allowed.

A letter was read from Bro. H. Owen, of Yuma, in which he states that our late Bro. Geo. Fetzer had died of consumption some days previous to the receipt of our remittance. Bro. Fetzer had so endeared himself to those who cared for him during his illness that no one was willing to accept pay for what they did for him, even the physician who attended him kindly donated his professional services and Bro. Owen returned the remittance sent by the Division with a request that it be returned to the treasury. A unanimous vote of thanks was tendered Bro. Owen and others for their kind and generous care of our deceased brother.

It was moved and seconded that hereafter the minutes of meetings be sent to the members by the secretary instead of being published in THE RAILROADER, as at present. Motion lost.

Bro. George Rogers recited at length the late misfortune of the secretary of this Division in having been swindled by a member of the Grand Division out of \$250. J. W. King, holding Grand Division card No. 12,327, called upon the secretary, showed his card and good letters of recommendation, and asked to be identified at the bank, in order that he might cash five Great Northern Express money orders. The secretary did him the favor, and now the orders prove to have been stolen and filled out by King.

Bro. Rogers moved that a committee be appointed to draft a statement to be sent to the Grand Division and published in the Telegrapher. Carried.

The committee was appointed and submitted a report setting forth in detail the facts above stated.

It was moved and carried that Article VII, of our local by-laws be stricken out. The motion was afterward reconsidered and voted down.

Notice was then given by one of our brothers that at the next meeting he would move to strike out Article VII, of our by-laws.

Our O. S.-elect, not having been present at our regular installation, was duly installed.

Meeting closed in form. O. A. Shaw, S. & T.

SAN FRANCISCO, Cal., April 2, 1893.—The Division was called to order at 8:15 p. m. by R. H. Abbott, C. T., presiding.

Minutes of previous meeting read and approved.

Committee on application of ——— reported favorably and he was duly elected a member of this Division.

Committee on the investigation of scab Woods' record reported progress and were given further time.

The committee on districting, not having a complete report to render, the Division went into Committee of the Whole to act on the matter. Bro. McGarvie was selected as chairman, and the work was well and expeditiously done. When the districting was finished the committee rose and the session of the Division was resumed. The work of the committee resulted in the naming of eighteen loyal and trustworthy members to have charge of their respective portions of the roads within the jurisdiction of the Pacific Division. The secretary was instructed to notify all those so named, and ask their hearty co-operation.

The Secretary was instructed to notify all who are now six months in arrears for dues or assessments that they will surely be suspended at our next meeting, Sunday, April 16th, unless they pay up before that time.

Bro. ——— moved that Sections 1, 2, 3 and 4 of

our local by-laws be cancelled, and Section 4, Article V, be amended to read "He shall receive \$10 a month for his services." Seconded. Bro. ——— moved to amend as follows: "That Sections 1, 3 and 4 of Article VII be suspended for a period of six months from April 1st, and that that part of the original motion relative to Section 4, Article V, be laid on the table." Seconded and carried.

Relative to the matter between Bros. McGarvie and our Grand Chief, the secretary was instructed to request the renewal of Bro. McGarvie's commission which has now expired and say to Bro. Ramsey that this Division still desires that Bro. McGarvie be their organizer and explain to him the circumstance and request that he return the pass.

A letter was read from the chief of Omaha Division asking the whereabouts of Bro. W. N. Gardner. [Any one knowing Bro. G's address, please notify the secretary of this Division, and it will be to the interest of Bro. G. in case he sees this, to write me.]

Bill of \$2 for ballot box and ballots was allowed. Division closed in usual form.

O. A. Shaw, S. & T.

Messages Without Wires.

The promise of electrical communication between two distinct points without the agency of an intervening wire is being fulfilled with startling rapidity and almost incredible success. The wonderful capacity of the invisible electric energy for leaping across a gulf of air miles of width, and unerringly delivering its message, is almost daily enlarging its functions. Inductive electricity, as it is called, which thus finds the atmospheric air or the ether a sufficient conductor for its purposes, and was a few years since but little more than a theory of the laboratory and classroom, has now become a momentous fact in civilization and commerce.

It is only four years since we recorded as a remarkable triumph the feat of telegraphing to and from railway trains in motion by a parallel telegraph line. In this instance, it may be remembered, the electric message jumped across a distance of some twelve feet without any connecting wire, and this achievement on the Lehigh Valley Railway was the theme of considerable jubilation throughout the American continent. To-day English electricians at Cardiff and elsewhere are easily transmitting electric messages across a wireless distance of three miles without any sign of approaching the limits of the electric function in this direction.—Leisure Hours.

A press dispatch says that Grand Master Sargent of the locomotive firemen, speaking of the ruling of Judge Taft of the United States Circuit Court in the Ann Arbor strike, holding him and Chief Arthur responsible for damages resulting from their order to strike, says it is the gravest question that ever confronted the brotherhoods. "If Judge Taft enunciated the law," he said, "it is the death blow to labor organizations. It is certain that if I am to be held liable for damages resulting from an order to strike I am not going to order any strikes."

The telegrapher's tournament at New York, which was to have taken place on the 9th was postponed until the 25th inst.

The Telegraphers' Aid Society.

At a meeting held in the office of the Pacific Postal Telegraph-Cable Company, San Francisco, on March 5th, The Telegraphers' Aid Society was organized. The objects of the Society are to benefit its members in case of sickness or disability, and to assist in defraying burial expenses in the event of death; the benefits to sick and disabled being ten dollars per week, while \$50 will be paid toward burial expenses in case of death. The dues are fifty cents per month.

Any person in good bodily health and of good moral character, engaged in electrical pursuits, is eligible to membership. This is intended to admit any person engaged in any department of the telegraph, telephone or kindred professions. The membership up to date aggregates about 150.

The officers of the Society are: W. J. Martin, president; W. C. Swain, vice-president; Mrs. F. L. Dozier, secretary, and F. Kingsbury, treasurer. The executive committee consists of the above named officers, together with Messrs. Muhlner, Chrisman, and Hibbets.

A Victim of an Accident.

J. W. Morris, lately of the D. & R. G. W., was a pleasant visitor at THE RAILROADER office last recently. Mr. Morris was the victim of a serious accident at Schofield some time since, whereby he lost his good right arm at the shoulder through a defective brake staff. He has just been discharged from the hospital at Salt Lake, and is on a visit to relatives in San Francisco. He is a member of Los Angeles Division, No. 111, O. R. C., but unfortunately carried no insurance.

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A man stopping his paper, wrote the editor: "I think folks ought to spend their munny for payper, mi daddy diddnt and every body sed he was the intelligentest man in the country and had the smartest family of boiz that ever dugged taters."

David Candrell, a switchman, was shot and killed by Frank Wendell, also a switchman, at Chicago on the 18th inst. Candrell interfered with Wendell, who was abusing his landlady because he thought she had connived at his wife's desertion.

The strike of the engineers and firemen on the Ann Arbor road resulted unfavorably for the strikers. They were knocked out principally by a ruling of the court, which deterred sympathizers on the Wabash from joining with them.

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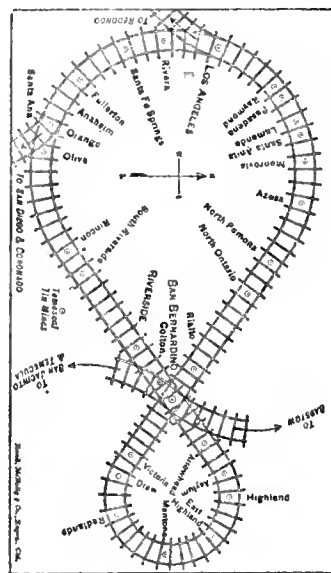
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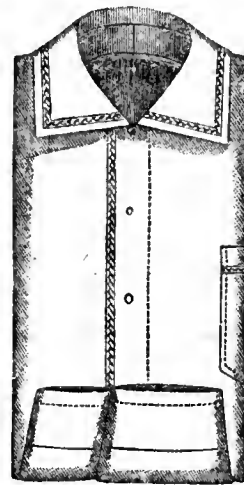
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